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Office, 47, QUEEN'S ROAD CENTRAL. [2704]



A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

## SCOTCH WHISKY.

[Per Case  
1 Doz.]

A—THORNE'S BLEND, White Capsule .....	\$10.50
B—WATSON'S GLENORCHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark .....	10.50
C—WATSON'S ABERLOUR-GLEN-LIVET, Red Capsule, with Name and Trade Mark .....	12.00
D—WATSON'S H. K. D., BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule .....	14.40
E—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capsule.....	15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high class Soda Whiskies, of greater age than most brands in the market.

ABELOUR-GLENLIVET is a very old Peat Whisky, (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour. E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & CO., LIMITED.  
WINE AND SPIRIT MERCHANTS.

Established 1841.

Hongkong, 14th June, 1898. [24]

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Correspondents should give their names and addresses with communications addressed to the Editor, not publication, but as evidence of good faith.  
All other publication should be written on one side of the paper.

No anonymously signed communications that have already appeared in other papers will be inserted.

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P.C. Box 12—Telephone No. 12.

DEATH.

At Shanghai, suddenly, on the 1st July, Mr. WILHELM BOESE, aged 27 years.

## The Daily Press.

HONGKONG, JULY 9th, 1898.

We are glad to see one of our former Governors using his undoubted abilities in the promotion of British interests in the Far East. Sir WILLIAM DES VŒUX has evidently improved greatly in health during the last few years, for we find him engaged in public matters and he has come prominently forward during the recent crisis of affairs at Peking. He has, moreover, assumed the presidency of the China Association, which is a powerful institution capable of materially influencing the policy of the British Imperial Government in the East. Sir WILLIAM DES VŒUX evidently does not intend to allow the grass to grow under his feet. Not only is he militarily the Chairman of the Association, but he makes frequent appearances in the Press. His latest effort, in the form of an article in the *Contemporary Review* for June, is entitled "Our Policy in the Far East." Sir WILLIAM DES VŒUX, on the subject, unhesitatingly joins the ranks of the critics of the Government, and though he does not go nearly so far as most of the latter, he thinks the Government has made mistakes. He says—"I am not one to minimise the exceeding difficulty of the situation which we have had to face, and I can even recognise the possibility that the Russian acquisition of Port Arthur could not have been avoided without war with two, perhaps even three, Great Powers. But what does not admit of doubt is that we have brought upon ourselves unnecessary humiliation by making futile objections and by giving explanations unworthy of our dignity and lowering to our prestige. The concessions from China which have been used to cover these defects are by no means an adequate counterpoise, and, unless there should be a marked change in our attitude, will for the most part prove eventually worthless."

The concessions gained from China are not only not viewed with much satisfaction by Sir WILLIAM DES VŒUX, but he contends that some of them are no concessions at all. For instance the pledge on the part of the Chinese Government not to alienate the Yangtze Valley; in his view, no concession, because China could have, no desire to part with it, and as her power is inadequate to insure "the stability of her promise, our acceptance of it implies an undertaking to assist in the defence of the territory in question; so that, in fact, any concession in the matter was on our part."

Sir WILLIAM DES VŒUX, thinks, too, that this so-called concession seems to imply comparative indifference on the part of Great Britain to other portions of the Central Kingdom, notably in Kwangtung, where his interest

are only less important than in the Yangtze Valley. He thinks this demand led to the French demand in connection with the southern provinces. The pledge exacted from China that Sir ROBERT HART's successor in the "seat of Custom" shall be a British subject is in Sir WILLIAM'S opinion only worth the paper on which it is written, for it will not necessarily preclude Russia or France from demanding the right to fill the vacancy whenever it occurs, when we should be in practically the same position as though the pledge had never been given. The occupation of Weihaiwei is regarded by Sir WILLIAM DES VŒUX as a useless irritation to Russia and a source of expense to ourselves, and he indulges in the hope that the Government may be induced to leave the port as it is and to "expel upon it neither men nor millions."

He thinks it was only acquired by our Government at the eleventh-hour to "save face." Sir WILLIAM DES VŒUX allows that the opening of waterways and new ports will not prove of substantial value for a time, "if we assume a more determined attitude than in the past towards local obstruction." Though our readers will probably differ from our Governor in some of the foregoing conclusions they will be prepared to endorse the last quoted remark. As he truly says—"If we remain passive benefit from them in no long time will disappear. It is of little use opening the waterways and the interior to foreign trade if the local officials are to be allowed to levy what squeezes they choose, under the name of *leksia* or *tsoli*, upon the goods imported. Nor can British traders find much opportunity to develop the trade in produce if every obstruction is thrown in the way by the mandarins and the Consuls require documentary proof of every case before intervening on behalf of the trader."

Sir WILLIAM DES VŒUX is undoubtedly pessimistic, and he may perhaps be somewhat harsh in his criticisms of the Salisbury Government, but he hits the right nail on the head in the following sentences—"What, however, is most immediately required for our interests is Government support to British enterprise. Possibly, by an amicable agreement with Russia, and by putting an end to our policy of useless irritation, we might induce her to cease from her constant opposition. But whether such an arrangement would be practicable or not, the utmost encouragement and support should be afforded to such enterprise, as being not less for the best interests of China than for our own."

Already various concessions have been obtained by British subjects for the building of railroads and the working of mines. The Chinese Government should be made clearly to understand that such rights cannot in future be ignored with greater impunity than if they belonged to Russians, Germans, or Frenchmen; and that it will be held responsible for obstruction or outrage whether arising spontaneously from popular superstition or from the incitement of local Mandarins. Our policy of leaving private interests to take care of themselves must be abandoned. Other Governments give a strenuous support to the enterprise of their subjects, and we must do the same, or we shall very quickly find ourselves in the position of mere spectators with reference to the coming development of China."

Considering the magnitude of our present interests and the enormous possibilities in the future, if China is to be opened up by railways through her length and breadth, if her mineral resources be properly exploited, and if industries be developed in her commercial centres, the stake is worth holding for, and we trust that there will in the future be no half-heartedness in the conduct of relations with the Taung-li-Yamen. It is merely throwing pearls before swine to waste words on officials of the type of Li Hung-chang. The British Government should always know what it wants, and let its representative have a free hand in carrying out its instructions.

There was one case of plague yesterday and one death. Mr. Pichon, French Minister at Peking, is seriously ill with small pox.

Mr. Pritchard-Morgan, M.P., left Shanghai for the north again on the 3rd July.

M. Marti has arranged his dispute with the Shanghai Tao-tu on the basis of the latter paying one-half the claim.

The Spanish Cabinet has decided to continue the war at all costs as long as Spanish soldiers remain in Cuba.

THE STATE OF SPAIN.

[SUPPLIED TO THE "DAILY PRESS," LONDON, 6th July.]

THE SPANISH-AMERICAN WAR.

Admiral Canaris' big ships have entered the Suez Canal, but the torpedo gun boats are returning to Spain.

The Spanish Cabinet has decided to continue the war at all costs as long as Spanish soldiers remain in Cuba.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS," LONDON, 6th July.]

THE SHANGHAI GENERAL CHAMBER OF COMMERCE.

Minutes of a meeting of the Committee of the Chamber of Commerce held at the offices of the Chamber, 1, Kiu-tung Road, on Saturday, the 22nd July, 1898, at 11 a.m.

Present.—Messrs. E. F. Alford (in the chair), C. J. Dudgeon, J. C. Bois, Wade Gardiner, W. D. Little, E. Shullin, A. Worth, and the Secretary.

Minutes of last meeting were read and confirmed.

Extension of the Settlements.—Letters were laid before the meeting that had been received from the Consul General for Austria-Hungary, Japan, Spain, Sweden and Norway, United States, the Consul for Denmark, and Vice-Counsel for the Netherlands, and the Consul for the Republic of the Chamber, respectively, in which they gave a summary of the proceedings taken and heartily wished the Chamber success in its undertaking. The Chairman informed the meeting that the new Minister for the United States had visited some of the insular districts outlining the present settlements and had expressed a satisfactory interest in the matter.

Dr. J. Sanger, dental surgeon, who has been in practice at Shanghai and Manila for the last six months, has now established himself in Hongkong in rooms at the Hongkong Hotel.

At the Magistracy yesterday Commander Hastings inflicted exemplary sentences on a couple of widows concerned in a procuring case, one being sent to gaol for 12 months and the other for six months.

Sergeant George Daneson, of the Shanghai Municipal Police, left Shanghai on the 1st July to take charge of the police force which is being established at Weihaiwei by the British Government.

Something of a commotion was caused in Queen's Road Central on Thursday morning by a Chinese woman, Josephine Brant, who was drunk and cursing, shouting and driving with a brick in her hand. A constable who appeared on the scene interfered and, with difficulty, got the man to the Police Station. Yesterday Commander Hastings fined him \$7.

At Singapore on the 28th June, the steamer *Lion* arrived from the Amakiri, having been in consequence of a case of plague, being broken out on board. The rates also carried a detachment of the Hongkong Regiment, on their way to India. The ship was allowed after dissection to proceed to the wharf, the master beyond question determined to circulate the correspondence amongst the Foreign Bankers so as to ascertain their opinion.

Chinese Bank Orders.—A letter was read from the Senior Consul enclosing a dispute from the Tao-tu regarding the arrest of a Chinese woman, with boyfriends fixed and had two full crews among them, and headed by the brass band of the *entrepot*, they spent the day marching through Weihaiwei and surrounding villages. They made an imposing sight.

The object as I understand it was a benevolent society to oversee the people so

The *Q. & Q. Steamer* *Essex*, with 1,000 tons, left from San Francisco to the 13th ult., via Honolulu, and leaves for Yokohama, and leaves for this port this morning, via Inland Sea, Kobe, Nagasaki, and Shanghai.

The *Echo de Chine* explains that the delay in the arrival of the material for the Wong-kung railway was due to the stranding of the *Arda* in the Red Sea, and that the Bolgan manufacturers are not to blame.

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H. E. Chang Chih-tung, the Hukoung

Viceroy, has sent 500 picked men from his bodyguard to Japan to be trained there.

After three years the men are to come back,

be appointed sergeants, and set to work to drill

and discipline their less fortunate comrades.

N. C. Daily News.

The troops have arrived nearly 3,000 strong

at Cavite, and, taking up quarters at the

garrison, the *Arda* and Fort St. Philip.

All the men were shore by six o'clock last night, Saturday, July 2d. They arrived in the late afternoon.

On the 2d, the boat work was confined

all day Saturday and by darkness the

entire force was off the ships. Not a single accident

warranted the undertaking, there was no damage,

confusion, and, considering that the situation

was entirely new to the officers of the army corps,

the landing was carried through most

successfully. Although four-fifths of the

soldiers are enlisted from the State Militia in

the National Guard of Oregon and California, they

look like hard-trained warriors and suited to

a campaign against the Spaniards in the Philippines. They have an earnest business

like about them that impresses all who

watch their movements.

The Regulars of the 14th U.S. Infantry are

located at the head of the Navy Yard near the

arsenal. Further down are the officers and men

of the 1st California Regiment of Volunteers.

Just outside the gates on the left as one enters

Cavite from the yard and in Fort St. Philip are

the Oregon forces, the 2nd Regiment of

Volunteers.

General Anderson has made his headquarters

in one of the separate houses of the Navy Yard.

His staff is quartered mostly in the same

building.

There has been great excitement in Cavite

ever since the arrival of the troops. Thousands

of natives have flocked to see them. The large open space in front of the Navy Yard and Fort

St. Philip is being used as an exercise and

playground.

The polo games are

now quite discontinued.

There is a great deal of

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for his experience. The hope that springs eternal in the human breast is his. He has been married as it were, and he has been born before he has died; but he is obviously healthy. That is what his face shows.

It is a pleasing face, in fact. Mr. Hooley is rather good-looking. He has a slightly aquiline nose—of course, a man who is an expert must have an aquiline nose; a well-shaped mouth, of moderate fulness; a well-trimmed brown beard, not too long.

He has put on a white tie for dinner, but otherwise is dressed in a lounge suit of light tweed.

Returning to his deep arm-chair, he lies with head thrown back, and his dark eyes sparkling like a man who has a good stomach for a fight. No doubt he has fought with wild beasts—at Ephesus, but elsewhere—and he has learned the trick.

The little boxes of great variety are on the table, and the visitor is helpfully made welcome.

The private secretary sits forward in an armless chair, with his elbows on his knees and a preoccupied expression on his face.

The millionaire gives a variety of reasons for his failure. First and foremost comes the reason that he is a man who has a good stomach for a fight. "Blackmail," he blurts out suddenly, "is what he means." Blotting-paper journalists, it appears, and blackmailing litigants are indicated. Then there are the creditors who have been scolded by their journalists and the litigants, and all want their money at once. Further, there is Sir John Blundell Maple, who put in an execution for £1,357, balanced an account due for Totenkopf's bill, and paid up the balance. "I am not the last to be paid," he says, "but the first to be paid again."

He has been at him ever since he came to London. Apparently a man who goes into the City—in the manner of the modern financiers—takes no risk. The financier of the moment is right in that respect.

In the alternative, he must be squeezable. He is a young man in a hurry, and must pay as he goes. It is all plunder, it appears. It all comes out of the pockets of the public, and that of the public, too, is not a cheap sum for £1,357 drawn for wages. Which of those men is the last to boot not to inquire. The gravamen of Mr. Hooley's complaint is against the blackmailers.

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The PUNJOM MINING COMPANY, LIMITED

[1878]

**THE PUNJOM MINING COMPANY, LIMITED, IN LIQUIDATION.**

**THE ORDINARY SHARE CERTIFICATE.**

CATE NO. 1,529 for 10 Ordinary Shares Nos. 47,169/47,175, standing in the Register of the above Company, in the name of EDWARD FERREY, having been LOST, notice is hereby given that duplicate certificates for 10 Ordinary Shares will be issued at the expiration of one month from the date hereof, and that the original certificates, unless produced within that period at the OFFICE, NO. 9, PRAYA CENTRAL, Victoria, Hongkong, will thereafter be held by the Company as null and void.

JAMES B. DUNCAN, Secretary.

Hongkong, 22nd June, 1898. [1844]

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JAMES B. DUNCAN, Secretary.

Hongkong, 22nd June, 1898. [1844]

**NOTICE.**

NOTICE is hereby given that the owner of the copy of the ORDER of Lot No. 4 in the British Consolation, Shamben, has been LOST, and that if he has not found within one month from the date of this advertisement it will be cancelled and steps taken to obtain new deed.

K. D. ADAMS, By his Attorney, HERBERT F. DENT.

Canton, 24th June, 1898. [1854]

**BOMBAY BULBAM TRADING COMPANY, LIMITED, IN LIQUIDATION.**

**RANGKOK AND RANSOM.**

**TEAK SQUARES, PLANKS, BOARDS AND SCALINGS, PLANED, TONGUED, AND GROOVED BOARDS FOR FLOORING, CEILING, WALLING, &c.**

**TEAR SHINGLES FOR ROOFING OF ALL GALLIES.**

**RATES Supplied and Orders Booked by JARDINE, MATTHESON & CO.**

Hongkong, 3rd May, 1898. [1699]

**CARTRIDGES.**

Absolutely Smokeless and Water-resisting THE BEST NITRO-POWDER IN THE WORLD.

PRICE ON 12-PORE CARTRIDGES.

Loaded with White Powder, Powdery, and 1 oz. shot.

Pineapple Cases .35.65 \$7.40

Pomegranate Cases .62.50 8.00

Ejector Brass Cases .6.90 8.65

5% discount on orders of 1,000 and over.

Apply to W. M. SCHMIDT & CO., Gunmakers, Hongkong.

Hongkong, 27th July, 1897. [1421]

**NEW FEATURE**

In "THE HONGKONG DAILY PRESS."

Nine Important Articles on

**THE BRITISH EMPIRE,**

BY

**THE RIGHT HON. SIR CHARLES W. DILKE, BART., M.P.**

It is impossible to over-estimate the importance of this series. Sir Charles Dilke is acknowledged by political friend and foe alike to be a master of Colonial questions. With the knowledge acquired by travel to the colonies and by personal interests Sir Charles Dilke proposes to tell the truth about the British Empire. The articles will be interesting and valuable for many other reasons, and it is here—in the absolutely sincere and first-hand treatment of the subject—that their exceptional importance lies.

Sir Charles Dilke proposes he will give to the Lieutenant of the City his Magistracies in four counties, and his membership of the Carlton Club. He does not like the idea. One thing, however, to which he intends to hold fast is his candidature for Ilkeston.

"I've got fond of these people down there," he says, "and they do anything for me. Why should I leave them? I'm going to Ilkeston to pull through and come out on top again higher than ever. Everyone will be paid 20s. in the £ when the estate would up and there'll be half a million surplus. I've made no settlements on my wife or anything of that kind."

"When I came to London in 1886 I had £100,000 worth of houses besides the estate at Ilkeston. Eighteen months ago I had property invested to bring me in £700 a year. To-day I have not a shilling of my own. But I am anxious to put myself right before the public. My friends have left me in the lurch—some of those who made the most out of me were the first to go, but I promise you that I shall stand the public honour ready how I have been treated."

"Everything I have done has been open and above board. There has been no failure of any of the companies I have promoted, but I have been obliged to seek the protection of the Bankruptcy Court as a consequence of the imminent number of actions that have been brought by disgruntled shareholders."

"If a man loses his money in a gold mine, and the miners go down to 4d. he doesn't speak, but if he gets into an industrial company and the directors play the fool nothing satisfies him but litigation."

"Then you have known directors to play the fool!"

"Some of my companies have been grossly mismanaged. It has nothing to do with me; it was the promoters."

"Is to sell the property to the best advantage?"

"No doubt, you know that in the ventures in which I have been engaged I have not worked alone. There has always been a syndicate, and I have had no sort of personal profit from the beginning in the hand to the lowest. I have been making the business and they have been taking the profits."

**THE CANADIAN PACIFIC ROUTE.**

In the House of Commons on the 6th June, Sir G. Baden-Powell asked the Secretary to the Treasury, as representing the Postmaster-General, whether, with a view to simplifying communication between this country and Canada, but even when such improvement may be effected the western route could only be disadvantageous to the north-eastern ports of China, while performing the stipulated service once in four weeks in winter, have been in the habit of offering a service once in three weeks in summer, and further heavy expenditure has been incurred with the amount of correspondence conveyed.

"This has been in large measure counteracted by the amount of correspondence conveyed and further heavy expenditure has been incurred with the view of improving the communication between this country and Canada, but even when such improvement may be effected the western route could only be disadvantageous to the north-eastern ports of China, while performing the stipulated service once in four weeks in winter, have been in the habit of offering a service once in three weeks in summer, and further heavy expenditure has been incurred with the view of improving the communication between this country and Canada, but even when such improvement may be effected the western route could only be disadvantageous to the north-eastern ports of China, while performing the stipulated service once in four weeks in winter, have been in the habit of offering a service once in three weeks in summer, and further heavy expenditure has been incurred with the view of improving the communication between this 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## VESSELS ON THE BERTH.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

**SAFETY.** SPEED. PUNCTUALITY.  
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 12 knots

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION)

EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.R. .... WEDNESDAY, 20th July, 1893.  
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R. .... WEDNESDAY, 10th Aug., 1893.  
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R. .... WEDNESDAY, 31st Aug., 1893.

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the return YOKOHAMA to VICTORIA in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers Great Britain and the Continent are given choice of.

Passenger Booked up to all principal ports and AROUND THE WORLD. Return tickets can be had at reduced rates. Good for 4, 9, 12 and 13 months.

SPECIALE RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for size of recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY throughout the Railway passes.

THE DINING-CAES and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Porter Street.

Hongkong, 30th June, 1893.

## NORTHERN PACIFIC STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.

Steamer	Tons	Captain	Proposed Sailing	Steamer	Tons	Captain	Proposed Sailing
VICTORIA	3,167	J. Trubridge	July 1	BRADLEY	2,695	E. Porter	Aug. 13
OLYMPIA	2,693	T. H. Dobson	Aug. 1	MOUL	3,634	C. H. Butler	Sept. 10
ARIZONA	5,315	J. Parson	Aug. 1	GOW	3,654	E. Porter	Oct. 1
TACOMA	2,549	A. Dixon	Sept. 17	BRADLEY	2,695	E. Porter	Nov. 5

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

## HONGKONG TO LONDON, 247.

Excellent accommodation. First class Table Doctor and Stewardess carried.

Passengers to EUROPE may apply by one of the First-Class ATLANTIC MAIL LINES.

## HONGKONG TO NEW YORK, 241.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, £23.

The best route to the KOLONIE GOLD FIELDS. Frequent Sailings from VICTORIA TACOMA and PORTLAND to DYER and ST. MICHAEL.

Rates of Passage & other Points of application.

Special rates offered to members of Governmental Services.

Strong Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be forwarded by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods Shipped by that route.

Parcels must be sent to our Offices (with address marked in full) by 5 p.m. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO.,  
General Agents.

Hongkong, 5th July, 1893.

NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES.
MILK MARU	BOMBAY V. SINGAPORE (Transhipping Cargo for Java Ports) and COLOMBO.	TUESDAY, 12th July, at NOON.
TOSA MARU	KOBE & YOKOHAMA	WEDNESDAY, 13th July, at 4 P.M.
KAGOSHIMA MARU	KOBE & YOKOHAMA	WEDNESDAY, 13th July, at 4 P.M.
J. W. EKSTRÖM	SEATTLE, WASH. U.S.A. V. KOREA AND YOKOHAMA	THURSDAY, 14th July, at 4 P.M.
A. E. MOSS	MARSEILLE, LONDON & ANTWERP, VIA SINGAPORE (Transhipping Cargo for Java Ports) P.D. NANO, COLOMBO and PORT SAID	TUESDAY, 19th July, at 4 P.M.
HIKATA MARU	NAGASAKI, KOBE & YOKOHAMA	MONDAY, 25th July, at 4 P.M.
OHI MARU	NAGASAKI, KOBE & YOKOHAMA	THURSDAY, 1st August, at 4 P.M.
YAMASHIRO MARU	BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 2nd August, at 4 P.M.

\* Through Passages Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 6th July, 1893.

PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.

## FOR STEAMERS TO SAIL ON REMARKS.

LONDON, &c. { VENICE ... } Noon, 9th { See Special Advertisement  
S. Barcham ... } July ...

YOKOHAMA VIA NA ... { ROKUDA ... } 6 P.M., 9th { Freight or Passage. (Pass-  
GASAKI & KOBE ... } S. de B. Lockyer, R.N.R. ... } 10th ... ing through the Inland Sea.

LONDON ... { SHANGHAI ... } About 23rd { Freight or Passage.

LONDON ... { MAZAGON ... } About 29th { Freight.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent!

Hongkong, 6th July, 1893.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT, MEDITERRANEAN POINTS,  
PLYMOUTH AND LONDON.

THE Steamer.

"VERONA" will be despatched from this for BOMBAY and STRAITS on SATURDAY, the 9th July, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Mauritius and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE,  
Superintendent.

Hongkong, 27th June, 1893.

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## VESSELS ADVERTISED AS LOADING.

DESTINATION.	VEHICLE'S NAME.	PLATE & REG.	CAPTAIN.	ON FREIGHT APPLIED TO	TO BE DESPATCHED.
LONDON	Bengal	Brit. 600	Thompson	On about 14th Inst.	
LONDON	Petars	Brit. 601	P. & O. S. N. Co.	On about 21st Inst.	
LONDON	Andrews	Brit. 602	P. & O. S. N. Co.	On about 21st Inst.	
LONDON VIA SUZU CANAL	Prima	Brit. 603	Hatherell & Swire	On 11th Inst.	
LONDON VIA STRAITS	Concord	Brit. 604	Holiday, Wiss & Co.	To-day at Noon.	
BREMEN	Andrea	Brit. 605	Machers & Co.	On about 15th Inst.	
NEW YORK & PORTSMOUTH	Cap. str.	Brit. 606	Sommer	On 19th Inst., at 4 P.M.	
MARSEILLE V. S. SAIGON, ETC.	Cap. str.	Brit. 607	Nippon Yusen Kaisha	On 16th Inst., at Noon.	
VICTORIA, V. S. TIENTSING, ETC.	Cap. str.	Brit. 608	Macmillan & Sons	On 21st Inst., at Noon.	
VICTORIA, V. S. SHANGHAI, ETC.	Cap. str.	Brit. 609	Porter	On 21st Inst., at Noon.	
VICTORIA, V. S. TACOMA, ETC.	Cap. str.	Brit. 610	Tradrige	On 23rd Inst., at Noon.	
NEW YORK	Moors	Brit. 611	Nippon Yusen Kaisha	On 13th Aug., at Noon.	
NEW YORK	Brit. str.	Brit. 612	Dowdell, Carlill & Co.	On 19th Inst., at Noon.	
NEW YORK	Brit. str.	Brit. 613	Dowdell, Carlill & Co.	On 19th Inst., at Noon.	
NEW YORK VIA SUZU CANAL	Gratia	Brit. 614	Stewart, Thomas & Co.	On about 25th Inst.	
NEW YORK	Brit. str.	Brit. 615	Macmillan & Sons	Quick despatch.	
NEW YORK	Brit. str.	Brit. 616	Dowdell, Carlill & Co.	On about 25th Inst.	
NEW YORK	Brit. str.	Brit. 617	Stewart, Thomas & Co.	On about 25th Inst.	
NEW YORK	Brit. str.	Brit. 618	Macmillan & Sons	Quick despatch.	
NEW YORK	Brit. str.	Brit. 619	Dowdell, Carlill & Co.	On about 25th Inst.	
NEW YORK	Brit. str.	Brit. 620	Stewart, Thomas & Co.	On about 25th Inst.	
NEW YORK	Brit. str.	Brit. 621	Macmillan & Sons	Quick despatch.	
NEW YORK	Brit. str.	Brit. 622	Dowdell, Carlill & Co.	On about 25th Inst.	
NEW YORK	Brit. str.	Brit. 623	Stewart, Thomas & Co.	On about 25th Inst.	
NEW YORK	Brit. str.	Brit. 624	Macmillan & Sons	Quick despatch.	
NEW YORK	Brit. str.	Brit. 625	Dowdell, Carlill & Co.	On about 25th Inst.	
NEW YORK	Brit. str.	Brit. 626	Stewart, Thomas & Co.	On about 25th Inst.	
NEW YORK	Brit. str.	Brit. 627	Macmillan & Sons	Quick despatch.	
NEW YORK	Brit. str.	Brit. 628	Dowdell, Carlill & Co.	On about 25th Inst.	
NEW YORK	Brit. str.	Brit. 629	Stewart, Thomas & Co.	On about 25th Inst.	
NEW YORK	Brit. str.	Brit. 630	Macmillan & Sons	Quick despatch.	
NEW YORK	Brit. str.	Brit. 631	Dowdell, Carlill & Co.	On about 25th Inst.	
NEW YORK	Brit. str.	Brit. 632	Stewart, Thomas & Co.	On about 25th Inst.	
NEW YORK	Brit. str.	Brit. 633	Macmillan & Sons	Quick despatch.	
NEW YORK	Brit. str.	Brit. 634	Dowdell, Carlill & Co.	On about 25th Inst.	
NEW YORK	Brit. str.	Brit. 635	Stewart, Thomas & Co.	On about 25th Inst.	
NEW YORK	Brit. str.	Brit. 636	Macmillan & Sons	Quick despatch.	
NEW YORK	Brit. str.	Brit. 637	Dowdell, Carlill & Co.	On about 25th Inst.	
NEW YORK	Brit. str.	Brit. 638	Stewart, Thomas & Co.	On about 25th Inst.	
NEW YORK	Brit. str.	Brit. 639	Macmillan &		